

SUPPLEMENT

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The shipyard employs about 1,200 workers of whom about ten percent are Communists. A Russian engineer is at the shipyard for control purposes, having arrived recently from Leningrad.

G. A plan is being prepared for the reconstruction of shipyards at Fiume and the resumption of shipbuilding. The plan is being carried out by Engineer Brosegovich who has at his disposition between two and three billion dinars and about 25,000,000 lire. He would like to use lire for the purchase of cranes, iron plates, and mannesman tubes. At present the shipyards are doing only repair work, including repairs to moles and breakwaters. About 75 percent of the shipyard buildings were destroyed during the war with about 10 to 15 percent having been rebuilt. It is estimated that 40 percent of the machinery was destroyed but every salvagable machine has now been repaired. There is a 4,000 ton ship in the yards which was begun during the Italian regime. Plans for this ship have been modified so often that Yugoslav engineers are unwilling to accept responsibility for completing it; hence, work on this ship has been suspended indefinitely. Construction of ships now will be expensive; engineers believe the cost for each ship will be about three or four times as great as in British shipyards. The high cost of materials and unskilled labor are cited as an explanation of the difference in cost. The shipyards are also producing iron bridge construction material, large gasoline tanks, cranes, and other heavy iron equipment.

2. Construction of Yugoslav Patrol Vessels

The Tvornica Uskotracnog Materiala factory in Zagreb received orders from the Germans in 1944 to build 12 vedettes. Plans for these vessels were drawn up by one of the top Yugoslav naval architects, Engineer Jurica Stipetic, now employed in the Quarnaro shipyards at Fiume. Although material was initially available only one vedette has been even partially completed. The others will probably not be completed since machinery and materials were removed. Specifications for the vedettes are: two 30 horsepower MAN diesel engines, about 14 to 16 tons, one motor draft in order to enable the craft to travel from Belgrade to Susak when the water was shallow, a cruising speed of 16 knots an hour, 1 machine gun in front and a small caliber gun in rear. Plans for the construction of the vedettes are at Navy headquarters in Split.

3. New Electrical Equipment Factory in Zagreb

A new factory for the construction of electrical equipment is being built in the Kustasija District in Zagreb. The exact location is not designated except that the factory can be seen from the Zagreb-Ljubljana railroad line and is located on the north side of the track. The factory will be a branch of the Siemens concern which has been taken over by the Government and is now called "Rade Koncara". New buildings are almost finished and some machinery has already arrived, principally from Hungary where it was removed from a factory. The Yugoslavs expect to obtain the remainder of the machinery from Italy and Germany.

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